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Restore them to their original health and beauty in quick time, and at a small expense. My methods are up-to-date, painless kind that removes every trace of suffering from dental work. They are the most scientific methods in use in Washington, and by removing all dread of pain enables me to do more careful and lasting work than the average dentist can possibly do.

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FILLINGS in gold, silver, platinum and porcelain, .50c and \$1.00.
Gold Crowns and Bridgework, \$3, \$4 & \$5.

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Open Evenings Until 8 o'clock.
Telephone, Main 19.
DR. SMITH. DR. FREIOT.

Look for the name—Dr. White.



They Never Slip or Drop.

Some Good Fiction and Some Straight Facts

The fiction in our next Sunday Magazine will be by SIR ARTHUR CONAN DOYLE, CAMPBELL MACCULLOCH, SEWELL FORD and JAMES HAY, Jr., and the facts will be contributed by CHARLES K. HARRIS and Dr. EUGENE LYMAN FISK.

Of course, every one is now reading CONAN DOYLE'S great serial, "THE LOST WORLD," so there is no need to say more of that. But

"The Hard Man"

By CAMPBELL MACCULLOCH

Is a short story to which we wish to call particular attention in advance. It is a red-blooded tale of British army life in Africa, with a startling surprise at the climax.

"A Late Score for Vandy"

BY SEWELL FORD

Is a Torchy story, and that is enough to tell the legions of admirers of the wonderful office boy. But those unfortunate persons who have not yet made his acquaintance should be warned not to miss it.

"The Investigator"

By JAMES HAY, Jr.

A rattling story of love and intrigue and politics. It is written by one who knows Washington life from behind the scenes.



"Making a Nation Whistle"

By CHARLES K. HARRIS.

"The Science of Song Writing," Mr. Harris might have called this illuminating article. One of the most successful men of his craft shows how he has reduced things to a science.

"What is a Cold?"

By EUGENE LYMAN FISK, M.D.

Dr. Fisk tells just what it is and isn't, and how to avoid patent nostrums in treating the affliction, and what to do in many kinds of cases.

Our Next Illustrated Song

Drawing by HOWARD CHANDLER CHRISTY,

"Drink to Me Only With Thine Eyes"

The classic by Ben Jonson, is illustrated by the reproduction of a beautiful painting by the noted illustrator.

In the Next

Sunday Magazine of The Sunday Star

Prizes Awarded for "Oratory."

An oratorical contest held at George Washington University last evening resulted in the following award of prizes: First, Harold Keats; second, Miss Anna L. Rose, and third, Herman B. Chubb.

Admiral C. H. Stockton presided. The judges were W. C. Hough, Prof. M. C. McManis and Prof. Smith.

"The Investigator," a tale of love and politics, by James Hay, Jr., in our next Sunday Magazine.

BOULEVARD BILL PASSES AS FOES ARE OFF GUARD

Improvement of Spring Road Is Provided by Senate Measure.

While the opponents of the bill were off guard yesterday afternoon the Senate passed the bill for the widening and extension of Spring road and for other highway changes that will provide a handsome boulevard to connect the grounds of Soldiers' Home with Rock Creek Park, and that will provide a new and beautiful entrance to the park from 16th street.

The legislation is backed by the District Commissioners, and was favorably acted upon by the Senate District Committee. But the committee has received many protests against the bill.

The Commissioners urged this legislation, the most important street improvement legislation pending before Congress.

City Heads Back Plan.

In their report, outlining the proposals of the bill and its aims, the Commissioners said to the District Committee:

"The object of the bill is to provide for a slight change in the highway plan in the vicinity of Spring road, between New Hampshire avenue and 21st street, so as to permit of the opening of this road without condemning certain improvements, and so as to make it conform more nearly to the topography of that portion of the road lying west of 16th street; and to provide for the condemnation of the land necessary to widen 14th street road, from 14th street to 16th street, to extend Mount Pleasant street and 18th street to Spring road; and to open Spring road from New Hampshire avenue to Rock Creek Park at 20th street.

There is no part of the District of Columbia which is developing more rapidly than the section through which it is proposed to extend the streets as contemplated in this draft of bill. The land is developed and buildings erected within the proposed street lines. If this were done and the grades established, the present uncertainty as to street development in this section would be removed and private improvements in the locality would rapidly follow.

In addition, the opening of these highways will afford a driveway from Soldiers' Home to Rock Creek Park, and will improve it will make one of the most beautiful entrances to the park from 14th street.

"The amount of land proposed to be taken under the condemnation proceedings would be about 8.7 acres, and its value is estimated at \$37,000."

LAUREL CANNOT HAVE SPRING RACE MEET

Governor of Maryland Vetoes Bill and Stops Curley

Brown.

NEW YORK, April 17.—Although dates were selected and the Jockey Club granted a sanction for a spring meeting at Curley Brown's new race track at Laurel, Md., everything has been declared off. Gov. Goldsborough of Maryland has vetoed the bill legalizing fifteen days in the spring and fifteen days in the fall, and the meeting at Laurel, Md., will not be held.

Curley Brown, who has been permitted to continue racing there for eight months in the year, Laurel, however, can hold a meeting in October under the provisions of a state law which has been in effect for some time.

In place of a Laurel spring meeting it is announced that Marlboro will race, as the Governor of Maryland has signed a bill permitting thirty days' racing there. Marlboro, therefore, will follow Pimlico with more than twenty days, which will carry the Maryland campaign well into June. The hurdles put up for Curley Brown in Maryland are said to be due to professional jealousy. Laurel is too formidable an opponent for the Pimlico people, who naturally are laughing in their sleeves at Brown's unexpected setback. As the Maryland legislature will not meet again until May 14, it would seem, will have to be satisfied with an autumn session until it can secure another law.

Brown had laid plans for a big meeting at Laurel from May 16 to June 22. He had arranged a list of attractive stakes and purses and had received assurances from leading stables that they would race. Many improvements in the new plant had been devised and Brown intended to spend more money in finishing the track, opened last year for the first time. With exceptional railroad facilities by which patrons could reach Laurel in less than thirty minutes either from Baltimore or Washington, the stopping place of the trains into the grandstand, the track owners expected much prosperity. It is estimated that Brown built Laurel for at least \$400,000, and that much of this money was furnished by well known residents of this city.

POGGENBURG AT HOME.

American Champion Speaks of International Billiards in Paris.

NEW YORK, April 17.—J. Ferdinand Poggenburg of the Liederkreis Club, the amateur billiard champion, arrived yesterday from the French capital, where he had just won the Paris tournament, won by Mortier, who he asserts, is the best amateur billiardist in the world. Aside from his participation in the French series Poggenburg carried instructions from the National Association of Amateur Billiard Players to formulate an arrangement for alternate tournaments to be played in New York and in Paris.

It developed that this scheme was not considered viable, but it has all but been decided to have a challenge trophy, which will be held by the champion, to be played at a time and place to be determined by the holder, the games to be of 1,200 points duration, and continue through three days.

This would do away with the long-drawn-out tournaments, such as the last one in Paris, scheduled for forty-five games and lasted over two weeks. It would also do away with the possibility of a time four days intervening before a contestant would reach one of his games.

Poggenburg said that the playing conditions were generally better than here, and that he thought the climatic conditions of Paris conducive to better billiards by an American than our own. He admitted that the equipment was not as good as in America, and that the conditions which governed the tournament in which he competed were totally at variance with those which obtain here, where the tournaments are played in clubs.

In Paris the international series was played in public room, where the players were not well protected from the criticisms and remarks of the onlookers. The system of capitalizing on the play for a marker, who tallied each point as it was scored, and a referee, who was seated around the table, except in cases where a possible close decision was necessary.

Poggenburg believes that American players are, as a rule, just as good as those he played against with the possible exception of Mortier. He said that he

had played as good as ever in his life, having made six runs of over 100 during the tournament.

In his nursing and close play he did as well as at any time in his career. The tournament was the biggest success and the fastest that had ever been seen among amateurs, most of whom at different times had been world champions.

Poggenburg announces that he will play no more billiards until next winter.

GETS \$5,000 FOR INJURIES.

Mrs. India Begby Wins Suit Against Stilson Hutchins.

A verdict against Stilson Hutchins, owner of Convention Hall, for \$5,000, was rendered by a jury in Circuit Court No. 1 last yesterday afternoon, as damages for injuries received by Mrs. India Begby, who fell from a platform in the hall during the food show in November, 1909.

The Retail Grocers' Protective Association, holder of the food show, which was the cause of the accident, was held liable for blame in connection with the accident.

Attorneys Wharton E. Lester and Michael J. Colbert represented the plaintiff. Mr. Hutchins was represented by Attorneys Brandenburg & Brandenburg, and Attorney C. F. Diggs appeared for the grocers' association.

ASKS FOR RECEIVER.

President Nolan Says Pope Automobile Company Is Insolvent.

John H. Nolan, president of the Pope Automobile Company, has applied to the District Supreme Court for a dissolution of the corporation and the appointment of a receiver.

Mr. Nolan declares the company hopelessly insolvent. He owns the company, and has received assurances from leading stables that they would race. Many improvements in the new plant had been devised and Brown intended to spend more money in finishing the track, opened last year for the first time. With exceptional railroad facilities by which patrons could reach Laurel in less than thirty minutes either from Baltimore or Washington, the stopping place of the trains into the grandstand, the track owners expected much prosperity. It is estimated that Brown built Laurel for at least \$400,000, and that much of this money was furnished by well known residents of this city.

The Transfer Bill.

To the Editor of The Star:

I see by the newspapers frequent demands made upon Congress for a universal transfer law and asking for other reductions of fare. I have been in the street railway service for over twenty years, and in the name of about 2,000 other employees of the Washington Railway and Electric Company, and who are depending on this company to support our families and who are citizens of this district, I feel it would be an unjust burden on the management to make any further reduction in fare. We, the employees of this company, do not see how labor could be bettered by law. The reports sent to Congress show the Washington Railway and Electric Company has had a hard time of it since 1900, with a loss of about \$1,000,000 passengers, but of this number about 21,000,000 rode on free transfers. I understand that the street railway companies have to pay a tax of one-sixth of a cent on every fare collected to the treasury of the District government, which reduces the fare charged to 4 cents, and after taking into consideration the cost of furnishing free transportation to 21,000,000 people on account of free transfers now issued this reduces the average fare to about 3 cents straight. The people can get a ride of from eight to ten miles much cheaper than in other cities, and where the original cost of construction was much cheaper than in Washington. The people know that the Washington Railway and Electric Company has had a hard time of it since 1900, with a loss of about \$1,000,000 passengers, but of this number about 21,000,000 rode on free transfers. 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